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CLARK COUNTY
WASHINGTON

Superior Service that is Responsive and Cost Justified

Design and Engineering Services

Project Management Section

STAKEHOLDERS ROUNDTABLE COMMENT SUMMARY

Klineline Bridge Project CRP#341322

May 10, 2006

The County is currently considering two options for the bridge replacement. Major considerations between the two options are outlined below.

	Phased Option	Single-Season Option
Total Construction – Bridge and road widening	18-24 months (Intermittent, short-term full closures required)	6-9 months (5-7 months no through traffic)
Stream restoration	First season full containment; second season reconstruction	1 season reconstruction
Construction cost savings		
Safety & Liability	Increased exposure	Reduced exposure
Traffic Control	* 1-lane each direction from NE 129 th St. to NE 117 th Street * 25 mph * Jersey barrier restricting access throughout construction * Right-in-right-out limitations possible	* No through traffic 5-7 months * Full access from either north or south of bridge project area * 2-mile detour: NE 119 th Street to Salmon Creek Ave. to NE 134 th St.

Please tell us how you rate the acceptability of the proposed construction approaches; please mark one box for each option.

Option	Fully Acceptable	Somewhat Acceptable	Uncertain	Somewhat Unacceptable	Totally Unacceptable	No Opinion
Staged (18-24 months)	5	3	3	3	5	
Closure (6-9 months)	6	5	4	1	4	

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Comments Received:

* Single season is best. * If time for closure could be done in 3 months, this would be more acceptable. 70,000 plus people use this bridge on almost a daily basis – correct? * Please provide a copy of the “Highway 99 Concept Plan.” Please follow up with summaries of questions. Thank you. * Closure with least amount of time most acceptable, keeping things open for community safety, i.e. fire, police, etc. [?] keeping open the traffic somewhat acceptable. I appreciate the planning so far to keep the health of the stream a major priority. Costs for closing [?] to cut time close time, should be continued looked at. * Good meeting but need more info to make an intelligent decision like: how much faster could it go if we spent the savings by shutting down over one lane open, like business preferences, like plenty of others. * What other alternative do we have to replace this bridge? How about spend more and accelerated schedule. Closure & partial closure. * If there is no environmental assessment [?] how do you know that this is the time frame? Soils? [?] erosion, [?] stream restoration (contracts in force), future efforts, endangered species, earthquake zone/seismic hazards, archeological resources, water quality, erosion downstream, slopes. Need to calculate emergency response time for each reroute. Full closure \$400-500,000 savings – some jurisdictions may leave considered compensation to business owner for lost business as part of negotiation. Involve Legacy, WSU, [?]. Pay for a mailing by neighborhood association to county to inform NA stakeholders. * Work for an additional option like a shorter closure. We are going to need a strong public education program to let the community know. * Salmon Creek is a jurisdictional water of the US. A Dept. of the Army permit will be required for any fill work in Salmon Creek (and wetlands). Would advise JARPA re submitted when (as soon as) plans are finalized. Any filling, including temp access, bank protection, foundation pads, movement of stream material, temp placement of debris in water, would require a permit. Note –work in uplands and clean excavation would “not” require a permit. There is a slim chance this project would qualify as no permit required. Until plans are seen unsure if your project would need a Nationwide Permit or Individual permit. Because of listed fish in Salmon Creek, a Biological Assessment would be required. Also, I will check on the ‘federal funding’ issue and see if this project will be handled by the “Corps WDOT liaison” in Seattle or as a non-WDOT project and handled down here at the Corps Vancouver Field Office – Ron Clump. * Closure would be possibly acceptable if for a shorter time, i.e. 3-4 months. * As a resident of Hazel Dell for more than 20 years and a business owner on Highway 99, I feel that I understand the concerns from both sides. After hearing yet another presentation on the Klineline Bridge project, I remain strongly convinced that slow traffic is better than no traffic. Should only present working days or calendar days for clarity. * Cost savings by itself should be enough to make the difference. Critical to our business that we have access to our store (Klineline Center) from the north after project is complete, i.e. turn lane. Ideally we would also like to have south access when existing the center. Would like to see cost impact versus speed, i.e. shorten from 5-7 months to 4-6 months. We are very close to the project and have carefully analyzed both options. It definitely is better for us to have the disruption as short as

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possible. * It is critical to our business since we have customers coming from all over the 4-county area to our showroom. We receive large deliveries daily from 3 to 7 manufacturers. We have staffed our company to receive the public 6 days a week. We urge you to finalize the improvement in the short term plan. We also would like to discuss further choices to exit northbound and southbound. * Early spring, summer & late winter is high traffic for the construction segment of our business. Contractors and homeowner builders must have convenient access to our show room. Completing the bridge as quickly as possible is imperative. Thank you for listening. * Can this project be accelerated? * We need to provide for emergency services being able to respond to these areas without ANY delays. Three minutes and more of a delay can result in loss of life for one having a heart attack. * Improve detour signs. Reduce closure time by investment in work day and incentives for developer to finish on time. * Full closure – get it done! I speak for our street, i.e. NE 121st Street.

Statistics: 38 sign-ins
Comment forms returned: 19